

# The Log



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## Coming Events

Bridge Meeting	March 20
General Meeting	March 27

Squalicum Yacht Club  
Bellingham, WA

## Commodore's Report

by Phil Terzian



### Spring Forward

The Vernal Equinox has arrived, and not a minute too soon. The weather is warming up a bit and there's a buzz around the marina as boaters prepare for another season. Book your dock cart early or wait in line. It puts me in a good mood when I can get to the end of the day, sit down to dinner, and it's still light out.

And being in a good mood, time for a joke: Did you know that Captain Hook only paid half when he got his hook? That's because he bought it from the second-hand store.

Moving right along, I hope everyone is getting psyched for another Opening Day fundraiser breakfast on May 4. This is one of my favorite gatherings of the year and always puts me in a good mood, so: Why couldn't the minor get in to watch the pirate movie. Because it was rated arrrr!

I was doing final preparations to splash *Joyful* this week and discovered that my engine start battery had failed. Failed! Just sitting there in a nice warm storage building on a charger all winter. What's up with that? A couple of observations: Why are batteries so expensive? And has anyone else noticed that they get heavier every year?

But I'm still in a good mood, so: There are four cigarettes and three men on a boat, but they don't have any way to light up. So, what do they do? They toss one cigarette out to the water and make their boat a cigarette lighter.

So, there you go. Looking forward to seeing everyone at the next potluck. Hope y'all are still talking to me.

## VICE COMMODORE REPORT

By Joyce Glenn

Angela Moravic, who is the Director of Administration at the Community Boating Center, and two of her colleague's will be talking to us at our March meeting. The mission statement listed on their website states they are a "grassroots nonprofit fostering small-watercraft education, access, safe recreation and marine stewardship." Recently, I had two non-members inquiring whether (a) our club rents out sailboats for the day and (b) whether we have adaptive watercraft available. It was nice to be able to refer both boaters to the Community Boating Center! Then I thought perhaps our club should know more about all the services they offer to the community. Angela and staff will be talking about how they got started, what they offer, volunteer opportunities and future goals.

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## VICE COMMODORE REPORT

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Rob Wells and Rod Dean will be presenting their program on “The Broughtons” at our April meeting. *Sirena* and *Kestrel* have spent a lot of time exploring the Northern waters over the years and have a lot of knowledge and pictures to share.

We will be voting on our annual Opening Day Benefit Breakfast at the March meeting. If the membership approves, the bridge plans to organize committees for the many tasks our breakfast requires and will look to our membership for volunteers. It is always a fun event and gives our club the opportunity to give back to the community as well as build comradery among our own members. Rain or shine – it is a good time!

If anyone has suggestions for a speaker, I’m looking for a speaker in May. Also, I’m hoping to host a “Game Night” at the clubhouse in April. Will be sending out more details later.

Looking forward to seeing everyone at our March meeting.

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## SYC Cruise to Lopez Island

*By Rob Wells*

Please join us on August 23rd through August 24 at the Islands Marine Center. We have made slip reservations for *Sirena* and IMC is holding slips open for you! Call to reserve yours now, 360-468-3377, be sure to let them know that you are with the Squilicum Yacht Club group. The marina will

charge your credit card to hold your slip. If you need to cancel, they will refund your deposit. Once you have made your reservation, please send me an email so I can put you on our list of attendees.

Sharon and I have been working on some activities that should be fun and challenging. This cruise has been one of the club's favorites over the years and Lopez is a great destination. Some folks come early and/or stay later. If any of you are interested, we would welcome your help as co\_captains. You may contact us directly by email. We look forward to hearing from you.



## SYC Night at the Lanes



*By Phil Terzian*

In an attempt poke a finger in the eye of our long, wet, dark winter here in Bellingham, 17 stalwart club members assembled at 20th Century Bowling in downtown Bellingham on the evening of March 15. Many of the participants hadn't bowled in over 20 years! We rented four lanes for a couple of hours and were able to get in two games per person in that time.

There were many, many gutter balls, a few strikes, a couple of split conversions, and almost continuous laughter and screams of delight. We consumed ample liquid encouragement and snacks from the on-site kitchen, many of which were actually pretty good. Linda T. kept track of our scores and reported at the end of the evening that Walt Souza and Nico Lacchini had the best scores. Congratulations to Walt and Nico, and to everyone else who came out to bowl or just watch the entertaining spectacle.



While boating is obviously the core activity of the club, our potlucks, speakers, and BBQs are also integral to the social scene that we all seem to enjoy. Maybe we can branch out from here, perhaps adding pickle ball, bingo and other activities to our varied offerings. If you have an idea, please share it with a member of the Bridge.

*(more pictures on next page)*

## SYC Night at the Lanes Gallery



## We Don't Need No Stinking Badges

By Jack Bazhaw

As often happens with aging sailors, Cassandra and I made the decision to go to the Dark Side and purchase a powerboat. It was with some reluctance as I had purchased the sailboat new some twenty-seven years ago. Having been to the yard during construction and seeing her launched, she was almost part of the family.

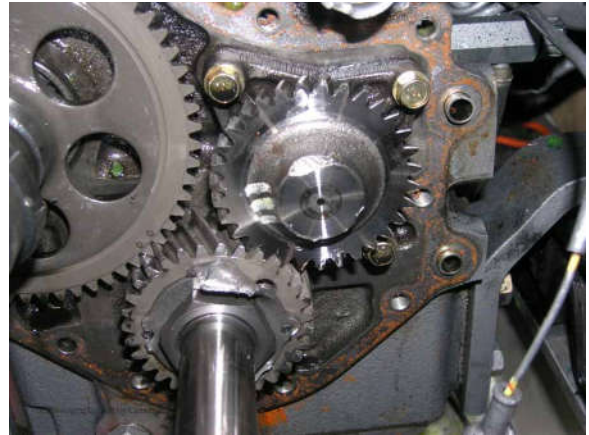
So, to put our best foot forward, we dressed her up. After years of procrastination, I revarnished the cabin sole. We removed years of accumulated gear, tools, and supplies, raising the water line a few inches as a result.

The engine had a pesky minor oil leak. The kind where only a five-dollar part is needed but many times that in labor to make the replacement. I had addressed it a few years ago with sealant and it had reappeared. Now was the time to make the repair permanent and I contacted the service shop to come aboard, do the repair and some minor maintenance issues.

The mechanic got right to work, and I helped as best I could. The front gear cover had to be removed along with stuff attached to it. The new gasket was installed, and all the parts put back together for a test run.

In the cockpit I cranked the engine over and it promptly started. As asked, I gave it more throttle and the engine promptly entered a runaway condition at high speed. The throttle no longer had any control, and the stop button did nothing. I had visions of pistons

flying up through the cockpit sole. Then a loud clanking started, like a death rattle. The mechanic shut off the fuel coming from the tank, but the pipes and filter held enough to run for a long time. Then the clanking stopped. Still running away but quieter now. The mechanic got a rag on the air cleaner, and the engine stopped while emitting a final belch of black smoke.



*Gear cover removed showing damage to gears from overspeed.*

We were both kind of in shock at the turn of events. Taking things apart he found the cause. The throttle lever operates a rack gear, which turns a pinion that controls the governor. Somehow the rack and pinion came adrift allowing the governor to go to its highest-speed setting.

The noise that started and stopped was from the governor weights that passed their design limits and started hitting other engine parts.

I contacted BoatUS, my insurer, and they sent out a marine surveyor. He inspected the engine then contacted the repair shop. The repair shop came and removed the en-

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Now, as I mentioned in the beginning, we were selling the boat to buy a powerboat. Advertisements had already appeared in a couple of sailing magazines. And the boat was now floating around with no engine.

We received a telephone call from a prospective buyer. The area code for the call was 956, which is for the area in Texas where we spend winters. Almost did not answer as we thought maybe someone was playing a prank on us. The call was from a doctor, John, quitting his practice in Raymondville, which is near where we lived, and returning to British Columbia. Small world.

John arrived to inspect our boat. Took him through all the features, additions, etc., and he seemed suitably pleased. Then he said, "How is the engine?" To which I replied, channeling my best Humphrey Bogart, "We don't need no stinking engine!" (Apologies to the cast of *The Treasure of the Sierra Madre*.)

Then followed an explanation of what had happened. Over the next couple of weeks, Cassandra and I inspected the engine being rebuilt and marveled at how, with all the ancillary parts removed (generator, alternator, etc.) the block looked so small. Long story short, the engine was repaired (and looked sharp and almost new), replaced in the engine compartment, survey passed, sea trials conducted, money changed hands, and the happy doctor sailed off to his home in Gorge Harbour.

The following year we took *Sandpiper* to Gorge Harbour, saw our old boat on her new mooring with a new name, and had dinner with the new owner, John.

## From the Log of *Sirena*

By Rob and Sharon Wells

July 13, 2014

"We departed Port Harvey on Sunday morning in time to transit narrow Chatham Channel at slack current. This passage is the southern gateway to the Broughton Archipelago, and we use the range markers to stay in the center of this narrow channel. The tide is out so the hazards are visible. As we exit the narrows and continue past a small resort, four dolphins meet us swimming the other way. The pod splits in two and one pair shoots past us on each side of the boat!

Today's destination is Pott's Lagoon, a quiet anchorage on West Craycroft Island, off Clio Channel. *Sirena* is anchored in the middle lagoon by 1230, sharing the anchorage with four other boats. At high tide, Rob takes the Bullfrog tender out for a tour of the inner lagoon. This is a saltwater lagoon that has a narrow entrance. It is only accessible at high tide as it becomes a saltwater river at low tide. The scenery is very pretty with lots of nooks and crannies to explore. Upon returning to *Sirena*, we observe five Canadian boats preparing to anchor and watch as they raft together using four bow anchors and one stern anchor. Shades of the rafts that Squalicum Yacht Club has built over the years!"

We, along with Rod and Susan Dean, are looking forward to sharing more adventures with you at the April General Meeting.



The Log has been published continuously since 1981 by the Squalicum Yacht Club, 2633 South Harbor Loop Drive, Bellingham, WA 98225. The club ordinarily meets at 1800 on the fourth Wednesday of each month, September–May, at our building adjacent to the Seaview North boatyard.

Potluck format—bring a dish to pass, your own table service, and a beverage.

*Members are encouraged to submit boating-related stories to the **Log**. Please submit to [editor@squalicumyc.org](mailto:editor@squalicumyc.org) by the second Thursday of each month.*

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*Cash, check, or credit card—must  
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